

FINDING OF NO SIGNIFICANT IMPACT

GRAY TRANSPORTATION IMPROVEMENT STUDY, GRAY, CUMBERLAND COUNTY MAINE

PIN 8871.00, Federal Project No. STP- 8871(00)X

Description of Action

The Maine Department of Transportation (MDOT) proposes to construct a two-lane, limited access bypass on new location between Routes 4/115/202 west of Gray Village and Route 26 northwest of Gray Village in the Town of Gray, Maine. Access will be provided at Routes 4/115/202 and at Route 26. The roadway will extend from the Maine Turnpike Exit 11 in the Town of Gray to Route 26 northwest of Gray. Access along the Westerly Bypass will be limited to the two existing land uses, the Maine Turnpike Maintenance Yard and the Northbrook Business Park. A new frontage road located to the west of the bypass will be evaluated during final design for the project.

The Environmental Assessment (EA), dated July 2002, documents the selection of the Preferred Alternative (see Figure 4-1, page 4-2 of the EA) through an alternatives analysis that included seven alternatives, encompassing a variety of upgrade and bypass options and the No-build alternative. The Preferred Alternative, described as the Westerly Bypass Only in the Environmental Assessment, minimizes the environmental impacts and fully achieves the study Purpose and Needs.

Public Involvement has included a public hearing, a public informational meeting, and a Public Advisory Committee comprised of members of the Gray community.

Comments received on the Environmental Assessment have been addressed and the responses are available.

Environmental Issues

The Study Area is a roughly triangular section of Gray centered along the Maine Turnpike and includes Gray Village.

The Preferred Alternative will impact approximately 0.4 hectares (1 acre) of wetlands. The Preferred Alternative will not impact any Wetlands of Special Significance. Avoidance and minimization efforts will continue through final design and permitting. Construction impacts to these wetlands will be minimized through the use of MDOT Best Management Practices for Erosion and Sediment Control.

The Preferred Alternative will require the acquisition of 12.1 hectares (30 acres) of private property from approximately 14 landowners. There will be one residential relocation and no commercial relocations.

Decision

The FHWA has determined that the Preferred Alternative, the Westerly Bypass Only Alternative, will have no significant impact on the human environment. This FONSI is based on the Environmental Assessment (EA), dated July 2002, which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the Environmental Assessment.

12-30-2002
Date


Paul L. Lariviere, Maine Division Administrator, FHWA